

THE CORPORATION OF THE TOWNSHIP OF WESTMEATH

BY-LAW NO. 96-20

Being a By-Law to establish minimum and desirable roadway service standards for the Municipality of the Corporation of the Township of Westmeath Road system.

WHEREAS authority is given to the Municipality of the Corporation of the Township of Westmeath, hereafter referred to as the Corporation, being a municipality authorized by Section 102 of the Municipal Act, R.S.O. 1990 to establish policy regarding municipal roadway service standards;

AND WHEREAS it is found expedient and necessary to have such standards;

AND WHEREAS the Corporation desires to implement policy to identify certain minimum and desirable standards for roadway services on roads within the jurisdiction of this municipality, subject to other authority, the standards described as follows, and attached as Schedule A hereto:

- 1. ROAD SURFACE: GENERAL
 - 1.1 Ride condition
 - 1.2 Travel speed
 - 1.3 Bumps
 - 1.4 Lane width
 - 1.5 Road gradient
 - 1.6 Flooding
 - 1.7 Road debris
 - 1.8 Dust
 - 1.9 Surface type
 - 1.10 General inspection


- 2. ROAD SURFACE: WINTER
 - 2.1 Ambient speed
 - 2.2 Surface exposure
 - 2.3 Snowfall accumulation
 - 2.4 Localized ice
 - 2.5 Localized snow
 - 2.6 Winter inspection

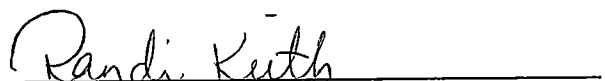
- 3. ROADSIDE
 - 3.1 Clearances
 - 3.2 Roadside debris
 - 3.3 Shoulders
 - 3.4 Safety devices
 - 3.5 Trees

NOW THEREFORE THIS CORPORATION ENACTS AS FOLLOWS:

1. That the standards herein, and amended from time to time, be hereby adopted and come into effect on the 22nd Day of May 1996.
2. That all operational activities of the road department be directed to provide the desired roadway services as herein described where care is taken first to assure that the minimum Standards are maintained, and second that such services are efficiently and effectively rendered.
3. That neither this corporation nor its officials make any promise or assurance that roadway services will be in excess of the minimum standard herein defined.
4. That these standards, and definitions of terminology, be made available to the ratepayers and users of this public municipal road system. And that were exception is taken to the standards stated herein, or interpretation of the same, such concern may be reviewed at a meeting of this Council, or its committee for that purpose, for consideration.
5. That where situations arise or applications be made which fall outside the scope of these standards, the senior road manager shall respond as he/she may deem to be appropriate, with respect to budgetary constraint and reasonable practice.
6. And that budgets and Council priorities shall be set on the basis of provision of roadway services to desirable standards, and that where fiscal constraints are applied such desirable standards shall be redefined.
7. Where abnormal situations arise constricting the municipalities ability to perform to the desired roadway service standards, the municipality will not be liable for personal or property damages.
8. Any existing municipal roadway built prior to enactment of this by-law, that is not built to the desired roadway services standards will be considered exempt from the municipalities roadway services standards, until such time when funds become available for reconstruction of these roadways.

PASSED and ENACTED this 22nd day of May, 1996.


REEVE


CLERK

SCHEDULE "A"

ROADWAY SERVICE STANDARDS

MUNICIPALITY OF THE CORPORATION OF
THE TOWNSHIP OF WESTMEATH

TOWNSHIP OF WESTMEATH

ROAD SERVICE STANDARDS CLASSIFICATION INVENTORY

<u>CLASS</u>	<u>AADT</u>	<u>ROAD NUMBER</u>	<u>KMS</u>
M1	Summer	3	1.0
M1	Summer	13	1.5
M1	Summer	16	2.9
M1	Summer	17	2.8
M1	Summer	18	5.1
M1	Summer	21	1.6
M1	Summer	23	0.3
M1	Summer	26	2.4
M1	Summer	27	1.3
M1	Summer	34	1.7

<u>CLASS</u>	<u>AADT</u>	<u>ROAD NUMBER</u>	<u>KMS</u>
M4	USR<50	1	0.3
M4	USR<50	2	1.0
M4	USR<50	3	1.7
M4	USR<50	5	0.9
M4	USR<50	6	0.9
M4	USR<50	9	4.1
M4	USR<50	15	3.1
M4	USR<50	18	0.8
M4	USR<50	22	2.5
M4	USR<50	24	3.0
M4	USR<50	25	4.2
M4	USR<50	26	1.7
M4	USR<50	27	4.0
M4	USR<50	29	3.2
M4	USR<50	30	1.6
M4	USR<50	32	0.5
M4	USR<50	35	1.8

<u>CLASS</u>	<u>AADT</u>	<u>ROAD NUMBER</u>	<u>KMS</u>
M4	USR<50	36	0.7
M4	USR<50	38	0.4
M4	USR<50	OverPass	1.5
M4	USR<50	Industrial Park	1.2

<u>CLASS</u>	<u>AADT</u>	<u>ROAD NUMBER</u>	<u>KMS</u>
M5	USR<400	1	5.2
M5	USR<400	3	0.5
M5	USR<400	4	1.4
M5	USR<400	6	3.1
M5	USR<400	7	13.0
M5	USR<400	8	5.4
M5	USR<400	10	5.2
M5	USR<400	11	2.0
M5	USR<400	12	6.5
M5	USR<400	13	9.2
M5	USR<400	14	9.6
M5	USR<400	17	5.8
M5	USR<400	19	12.0
M5	USR<400	21	4.6
M5	USR<400	23	3.8
M5	USR<400	24	2.1
M5	USR<400	28	4.3
M5	USR<400	31	3.2
M5	USR<400	32	1.6
M5	USR<400	33	3.9
M5	USR<400	37	2.7
M5	USR<400	Pembroke TownLine	1.2
M5	USR<400	Ross TownLine	5.7

<u>CLASS</u>	<u>AADT</u>	<u>ROAD NUMBER</u>	<u>KMS</u>
M8	USR<1000	2	11.1
M8	USR<1000	Westmeath Hamlet	3.3
M8	USR<1000	Stafford TownLine	2.8
M8	USR<1000	Bromley TownLine	4.0

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.1 Ride Condition

This measurement is based on a Riding Condition Rating (RCR) measurement as described in MTO publication SP-022 Aug. 1989 generally summarized as follows:

9-10	Excellent	Very smooth ride
7-8	Good	Smooth, but with a few bumps
5-6	Fair	Still comfortable but with some bumps
3-4	Poor	Uncomfortable with frequent bumps
0-2	Very Poor	Uncomfortable, constant bumps

This standard is not applicable to loasetop roads. (See 1.3 Bumps, to define gravel road condition.)

CLASS	RIDE CONDITION		CLASS DEFINITION
	MINIMUM	DESIRABLE	
M1	n/a	6	Summer
M4	3	6	R<50
M5		7	R<400
M6-8	4		USR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.2 Travel speed

Speed levels have regard for reasonable average travel speeds on a road as impacted by road roughness and geometry alone. Speed reductions due to weather, snow, ice, traffic, foreign material and road-side environment are not considered.

Certain circumstances may justify the legal maximum speed to be regulated in a zone at less than the desirable speed shown. In such specific cases the desirable speed is the posted speed.

Where minimum speeds based on condition and geometry are not reasonably achievable, zones in class M6+ roadways should be posted (advisory or legal) to a reasonable reduced speed, thereby becoming the desirable speed. The posted speed should not be less than the minimum speed for distances greater than .5 km.

	TRAVEL SPEED		
CLASS	MINIMUM SPEED	DESIRABLE SPEED	CLASS DEFINITION
M1-5	25kph	n/a	USR<400
M6,8	50kph	80kph	UR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.3 Bumps

Local surface deformations include potholes, utility trench settlements, washboard, rutting, pavement edge drop-off, washouts, frost heaves, settlement etc. Where the measured depth is in excess it should be restored to at least maximum depth within the lag time.

Maximum depth is the deviation in cm measured vertically from a 1 m long straight edge placed parallel to traffic flow, or perpendicular in the case of wheel track rutting and pavement edge.

Where it is unreasonable to restore the condition within the lag time such conditions should be posted within the lag time.

CLASS	BUMPS				CLASS DEFINITION
	MAXIMUM DEPTH	MAXIMUM LAG TIME	DESIRABLE DEPTH	DESIRABLE LAG TIME	
M1	10cm	1 month	8 cm	2 weeks	Summer
M4	8cm		8 cm		R<50
M5	8cm	2 weeks	6 cm	1 week	R<400
M6-8	6cm	1 week	4 cm	4 days	USR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.4 Lane width

Lane widths are measured to the edge of the road surface. For loosetop roads this is usually the start of the rounding for the ditch slope. Hardtop lane widths are measured to the edge of asphalt, the lane edge of a gutter, or the face of a curb, but does not include partially paved shoulders.

Where the road surface narrows below the minimum width for a short distance (eg. bridge, viaduct) on class M6+ roadways, such condition should be posted to indicate the condition. (eg. "Reduced Road Width" or a commonly recognized symbol.)

All roads are considered to have a minimum of 2 lanes. All non-curbed hardtop roads are considered to have a minimum of .5m shoulders. Where that shoulder is less than .5m add the shortfall to the lane width requirement. Parking requirements are not considered. Class M6+ roadways with less than the minimum lane widths should be posted with notice.

	LANE WIDTH		
CLASS	MINIMUM WIDTH	DESIRABLE WIDTH	CLASS DEFINITION
M1	n/a	3m	Summer
M4,5	n/a	3.5m	R<400
M6-8	3m		USR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.5 Road gradient

Topography determines the usual gradients of existing roads. A gradient is the measured rise averaged over at least 100m of road.

For class M2,3 and 6+ roads, gradients in excess of the maximum should be posted, in the downhill direction, to indicate the condition.

	ROAD GRADIENTS		
CLASS	MAXIMUM GRADIENT	DESIRABLE GRADIENT	CLASS DEFINITION
M1	16%	12%	Summer
M4	13%	10%	R<50
M5,8	12%	8%	R<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.6 Flooding

A flood condition exists where water, flowing or standing, covers more than half a lane width. Where floods exceed the maximum depth, a response is required. Flood conditions on class M2,3,5+ roadways should have warning posted. Where the roadway is not closed, it should be monitored at reasonable intervals during the flood.

For class M1-5 the maximum lag time for responding is 12 hours. For class M6+, maximum lag time for posting is 4 hours. Flood mitigation, while in a flood condition, is at the discretion of the road authority. Flooding within a two week period is considered a single occurrence.

Where the maximum frequency is exceeded the zone should be posted to advise of the potential hazard. For class 6+ roadways the situation should be mitigated within 5 years of such posting, unless restricted by other authority.

CLASS	FLOODING				CLASS DEFINITION
	MAXIMUM DEPTH	MAXIMUM FREQUENCY	DESIRABLE DEPTH	DESIRABLE FREQUENCY	
M1	20cm	1 month	10cm	2 years	Summer
M4	15cm	6 months	10cm	5 years	R<50
M5	10cm	1 year	5cm	25 years	R<400

ROADWAY SURFACE STANDARDS

ROAD SURFACE: GENERAL

1.7 Road debris

Where debris occurs on the road surface, but does not prevent the flow of traffic (eg. carrion, litter, treefall, product spills) yet impacts on reasonable safety or vehicle damage, the condition should be removed within the maximum lag time.

This does not address the need to respond in an appropriate and timely manner to emergency situations which impact on road surface conditions. (eg. accident scenes, spills.)

Where debris prevents the flow of traffic on class M1-5 roadways the maximum lag time for responding is 12 hours. For class M6+ roads maximum lag time for responding is 4 hours. Traffic is deemed to be prevented on class M1-5 roadways if all lanes are blocked, and on class M6+ roadways where any lane is blocked.

	ROAD DEBRIS		
CLASS	MAXIMUM LAG TIME	DESIRABLE LAG TIME	CLASS DEFINITION
M1,4,5	1 year	1 month	R<400
M6-8	1 week	4 days	USR>400

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.8 Dust

Where dust caused by traffic on a loosetop road surface impacts on reasonable vehicle safety, relative to the ambient condition of the road, that condition should not occur for more than the maximum lag time per year.

This standard does not consider where the condition occurs over a distance of less than 100m. This standard does not apply to shoulders.

Dust abatement to address other criteria such as field crops, and air quality are not addressed in this standard.

	DUST		
CLASS	MAXIMUM LAG TIME	DESIRABLE LAG TIME	CLASS DEFINITION
M1,4	n/a	6 months	R<50
M5	n/a	1 month	R<400
M8+	2 months	4 days	R>400

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.9 Surface type

The surface type is an indicator to the user of the stability and predictability of the travelled surface of the road.

For roadways under reconstruction the minimum condition is loosetop. Where such condition is in effect less than 1 week for class M2,3,5 roadways the minimum condition is earth.

Lag time expiring within the period from November to May inclusive is deemed to expire by July 1 of the following year.

	SURFACE TYPE			
CLASS	LAG TIME	MINIMUM CONDITION	DESIRABLE CONDITION	CLASS DEFINITION
M1,4	n/a	Earth	Loosetop	R<50
M5	3 years	Loosetop		R<200
M6+	4 months	Hardtop	Hardtop	USR>400

ROADWAY SERVICE STANDARDS

ROAD SURFACE: GENERAL

1.10 General inspection

There is an obligation on the roadway authority to know the condition of its roadways. All roadways should undergo inspection on a routine basis by an inspector, reporting to a supervisor of the road authority, and keeping appropriate records of the conditions found. Such routine should have regard for the maximum cycle time. Cycle time is relevant to both ambient and storm conditions.

Where notice of an alleged condition is given to the supervisor, such condition shall be deemed to exist from time of notice. The supervisor may direct an inspection to be done, in which case the report from that inspection will prevail. The condition may be deemed to be an acceptable condition, by the supervisor having regard for the standard in question. This standard does not consider winter related conditions. (See 2.6)

	INSPECTION				
	AMBIENT CONDITIONS		STORM CONDITIONS		
CLASS	MAXIMUM CYCLE	DESIRABLE	MAXIMUM CYCLE	DESIRABLE	CLASS DEFINITION
M1	annual	6 weeks	n/a	n/a	Summer
M4	6 months	6 weeks	2 weeks	1 week	R<50
M5		4 weeks			R<400
M6-8	4 weeks	2 weeks	3 days	1 day	USR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: WINTER

2.1 Ambient speed

Where accumulated snow and/or ice on the travelled surface impedes the ability of vehicles to travel, the minimum ambient travel speeds should be restored within the lag time.

Lag time is that period of time measured between end of the storm condition and the road surface sustaining the ambient speed.

The ambient speed is expressed as a per cent of the reasonable "summer" travel speed (see 1.2), where other factors are equal.

	AMBIENT SPEED			
CLASS	MAXIMUM LAG TIME	DESIRABLE LAG TIME	AMBIENT SPEED	CLASS DEFINITION
M1	n/a	n/a	n/a	Summer
M4	3 working days	36 hours	50%	R<50
M2,3,5	2 working days	24 hours		USR<400
M6,7,8	24 hours	12 hours	70%	USR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: WINTER

2.2 Exposure

This standard indicates the general road surface exposure during ambient conditions in winter. Where snow and ice may tend to remain on a road after storm conditions, maintenance operations should be directed in such a manner as to efficiently produce surface exposure to meet minimum conditions by the maximum lag time.

The ability to efficiently deliver a surface condition depends on traffic patterns, weather conditions, and maintenance operations. For this reason no maximum time or condition is set to arrive at the surface exposure during the storm condition.

CLASS*	SURFACE EXPOSURE			CLASS DEFINITION
	MAXIMUM LAG TIME	DESIRED LAG TIME	MINIMUM CONDITION	
M1	n/a	n/a	n/a	Summer
M4	2 working days	12 hours	Snow Packed	R<50
M2,3,5	1 working day			R<400
M6,7,8		18 hours	C.B.	USR<1000

*for this standard the class should be determined using winter traffic characteristics

ROADWAY SERVICE STANDARDS

ROAD SURFACE: WINTER

2.3 Snowfall accumulation

The maximum condition is the average depth to which new fallen or general wind blown snow is allowed to accumulate on the road surface.

Continuing storm effects can be considered to be occurring when the operations cannot respond within the lag time. Where maximum conditions are exceeded during continuing storm effects, priority for service should be established first by higher class and then exceeded lag time. For class M2-5 roadways, where the maximum condition occurs after 3:00p.m. and prior to 6:00a.m., the lag time begins at 6:00a.m.

	SNOWFALL ACCUMULATION			
CLASS	MAXIMUM LAG TIME	DESIRED LAG TIME	MAXIMUM* CONDITION	CLASS DEFINITION
M1	n/a	n/a	n/a	Summer
M4	2 days	12 hours	20 cm	R<50
M2,3,5	1 day		15 cm	USR<400
M6,7,8	12 hours	8 hours		USR<1000

*NOTE: This is not the depth of snow associated with commencement of plowing operations.

ROADWAY SERVICE STANDARDS

ROAD SURFACE: WINTER

2.4 Localized ice

During ambient conditions the effects of weather and traffic causes localized road surface ice leading to reduced safety (eg. bridge decks, hills, curves, intersections). Where such localized surface condition requires significant change in vehicle operation, relative to the general conditions on that road, a response is warranted.

This standard does not apply to general conditions. (See 2.1)

Posting of the potential or existence of such a localized condition is at the discretion of the road authority. The surface condition should be improved within the maximum lag time. Should the substandard condition persist, a response should again occur within the lag time since the previous response. For class M2-5 roadways, where the condition occurs between 3:00p.m. and 6:00a.m., the lag time begins at 6:00a.m.

	LOCALIZED ICE			
CLASS	MAXIMUM LAG TIME	DESIRED LAG TIME	MAXIMUM CONDITION	CLASS DEFINITION
M1	n/a	n/a	n/a	Summer
M4	2 working days	18 hours	Improved	R<50
M2,3,5		12 hours		USR<400
M6-8	18 hours	8 hours	Centre Bare	USR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: WINTER

2.5 Localized snow

During ambient winter conditions, localized snow drifting may occur over the road surface. Where such drifts occur to the maximum condition (depth) measured across more than half a travelled lane in a localized area, the condition should be removed within the lag time.

Posting of the potential effects or conditions is at the discretion of the road authority. Otherwise the surface condition should be responded to within the maximum lag time.

For class M2-8 roadways, where the condition occurs within 15 hours previous to 6:00a.m., the lag time begins at 6:00a.m.

	LOCALIZED SNOW			
CLASS	MAXIMUM LAG TIME	DESIRED LAG TIME	MAXIMUM CONDITION	CLASS DEFINITION
M1	n/a	n/a	n/a	Summer
M4	2 working days	18 hours	50 cm	R<50
M2,3,5		12 hours	30 cm	USR<400
M6,7,8	18 hours	8 hours		USR<1000

ROADWAY SERVICE STANDARDS

ROAD SURFACE: WINTER

2.6 Winter inspection

There is an obligation on the roadway authority to know the condition of its roads during the winter season, both during ambient and storm conditions. All roadways should undergo winter inspection on a routine basis by an inspector, reporting to a supervisor, and keeping appropriate records of the conditions observed. Such inspections should have regard for the maximum cycle time. Cycle time is relevant to both ambient and storm conditions.

Where notice of an alleged condition is given to the inspector, such condition shall be deemed to exist from the time of notice. The supervisor may direct an inspection to be done, in which case the report from that inspection will prevail. The condition may be deemed to be an acceptable condition by the supervisor having regard for the standard in question.

	INSPECTION				
	AMBIENT		STORM		
CLASS	MAXIMUM CYCLE	DESIRABLE CYCLE	MAXIMUM CYCLE	DESIRABLE CYCLE	CLASS DEFINITION
M1	n/a	n/a	n/a	n/a	Summer
M2-5	3 weeks	1 week	2 days	1 day	USR<400
M6-9	1 week	3 days	1 day	8 hours	USR>400

ROADWAY SERVICE STANDARDS

ROADSIDE

3.1 Clearances

Vertical and horizontal clearances recognize setback of obstacles that may cause damage when struck, or may impair visibility related to safety. (eg. rock, earth, guy cables, utility posts; abutments, structures, hydrants, trees, brush.) Such obstacles may be localized or general in nature. Non-woody vegetation may encroach the clearance zone to maximum conditions. Curb faces less than 30 cm high, safety devices, regulatory signs and entrances are not considered to be encroachments for the purpose of this standard.

For class M6+ roadways each substandard condition should be posted or guided with an appropriate warning or device (eg. hazard marker, warning sign, guide rail, attenuation device). Maximum grass encroachment is .5m. Maximum lag time for removing the substandard condition is: Temporary - 2 years; Structures - on reconstruction; Utilities - on replacement. Desirable vertical clearance for all municipal roads is 6 m.

CLASS	CLEARANCES				SIMPLE DEFINITION
	MINIMUM VERTICAL	DESIRABLE *	MINIMUM HORIZONTAL	DESIRABLE HORIZONTAL	
M1,4	4m	1	n/a	4.5m	R<50
M5-8	4.5m	.5m	5m	5.5m	R<400

*Maximum and desirable grassy growth, including brush, encroachment into the clearance zone, measured vertically.

ROADWAY SERVICE STANDARDS

ROADSIDE

3.2 Roadside Debris

This standard has regard for un-naturally occurring, visible from the road, within the roadway, significant objects in the roadside (eg. tires, garbage bags, significant litter).

When these objects represent a safety concern to vehicles or pedestrians they represent a substandard condition and should be responded to in the maximum lag time. Accumulation of such objects may also cause blockage of drains leading to road flooding.

Litter pick-up and landscaping of the roadside for other objectives (eg. aesthetics, maintenance equipment) are not addressed in this standard.

	DEBRIS		
CLASS	MAXIMUM LAG TIME	DESIRABLE LAG TIME	CLASS DEFINITION
M1,4	1 year	2 months	R<400
M2,3,5		1 month	US<50
M8+	6 months	4 months	R>400

ROADWAY SERVICE STANDARDS

ROADSIDE

3.3 Shoulders

This standard has regard for the width of the shoulder of a roadway. This area serves several functions related to the vehicles using the road, primarily for the stopping or parking of vehicles. The crossfall is usually not more than 6%. Where a curb or gutter separates the road from the shoulder, the crossfall may be reversed to a maximum of 3%, and the shoulder width standard applies.

The minimum and desirable shoulder width is a condition which is determined by this standard. This standard does not have regard for the merits of a shoulder for structural purposes.

Shoulders may be reduced to narrower than the minimum for short distances to account for localized encroachments or for attenuation devices (See 3.1). Shoulders may be of grass, gravel or hardtop surfaces.

CLASS	SHOULDERS		CLASS DEFINITION
	MINIMUM WIDTH*	DESIRABLE WIDTH*	
M1,4	1m	1.5m	R<50
M5,8	1.5m	2.5m	R<1000

*with barrier curbs the shoulder widths can be reduced by 50%.

ROADWAY SERVICE STANDARDS

ROADSIDE

3.4 Safety devices

There is an obligation for the road authority to provide traffic control and safety devices on its roads according to this standard and other adopted design standards. All safety devices, when in the jurisdiction of the road authority, should be installed in accordance with the standards prescribed in the Manual of Uniform Traffic Control Devices, and good practice.

These devices can be grouped into three broad categories: primary safety devices, traffic control devices and vehicle attenuation devices. There are three minimum lag times: emergency lag time, repair lag time, and restoration lag time. The road authority may set desirable standards at its own discretion. Emergency lag time applies only to primary safety devices. Where these devices are found to be deficient, either by deteriorating beyond effective usefulness or are not in compliance with current standards, the roadway authority may remove such devices at its own discretion, where the absence of the device does not constitute failure to comply with the standards.

	SAFETY DEVICES			
CLASS	MAXIMUM EMERGENCY LAG TIME	MAXIMUM REPAIR LAG TIME	MAXIMUM RESTORATION LAG TIME	CLASS DEFINITION
M1,4	3 days	Annual	15 years	R<50
M2,3,5-8	1 day			USR<1000

ROADWAY SERVICE STANDARDS

ROADSIDE

3.5 Trees

There is an obligation for the roadway authority to mitigate treefall on the road according to this standard. The roadway authority need only respond by securing the tree when several conditions are satisfied:

1. The tree must be seen to be dead by evidence of no leaves during normal in-leaf season.
2. The entire tree must be dead (ie. not just limbs).
3. The tree must be on the R.O.W.
4. The tree must be visible from the cab of an inspection vehicle.
5. The trunk diameter must exceed .3m.
6. The tree must have a significant likelihood of falling on the road, when it falls.

There is no obligation to remove or secure any dead tree beyond reducing the risk of it falling onto the road.

Otherwise, the removal or securing of any live or dead limb and/or tree, which may or may not pose a safety hazard, is at the discretion of the roadway authority.

	TREES	
CLASS	MAXIMUM LAG TIME	CLASS DEFINITION
M1,4	n/a	R<50
M2,3,5-8	Annually	USR<1000